

UNITED STATES COAST PILOT CORRECTIONS

COAST PILOT 1 31 Ed 1998 Change No. 15 LAST NM 29/00

Page 141—Paragraph 359, lines 6 to 9; read:

1996, the controlling depths were 3 feet in the entrance channel to Horton Rocks, about 1 mile above the entrance on the west side of the channel, thence 3 feet at midchannel for about 1.6 miles, and thence 1 foot (4 ½ feet at midchannel) for about ...

(BPs 169437-39; BPs 169442-45; CL 1592/99) 33/00

Page 157—Paragraph 281, lines 4 to 7; read:

fishermen. In 1997, the harbor had depths of about 13 feet in the center, about 6 to 10 feet along the north and south sides, and about 6 feet in the access channel leading to a basin off the town landing at the head; depths of about 2 ½ to 7 feet were available in ...

(BP 169338) 33/00

Page 200—Paragraph 647, lines 6 to 10; read:

November 1998-April 1999, the controlling depths were 43 feet in the entrance from sea to Fort Gorges, thence 27 feet (33 feet at midchannel) to Portland Bridge, thence 26 feet (34 feet at midchannel) to the turning basin, thence 33 feet in the turning basin to the head of the project. Depths of 40 feet were available in Diamond ...

(BPs 169127-29; CL 178/00; BPs 170339-40) 33/00

Page 200—Paragraph 652, lines 3 to 4; read:

Bridge (Million Dollar Bridge) has a bascule span with a clearance of 55 feet. (See **117.1 through 117.59**, chapter 2, for drawbridge ...

(CL 561/98; CL 1805/98; CL 513/94) 33/00

Page 200—Paragraph 655, line 1; read:

Diamond Island Roads, with depths of 40 to 45 feet, is ...
(BPs 170339-40; CL 178/2000) 33/00

Page 202—Paragraph 687; read:

1. Main Ship Channel.

(a) Between a line drawn from Portland Head Light to Cushing Island Bell Buoy 2CI, and a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, the speed of vessels shall not exceed 20 knots.

(b) Between a line drawn from Spring Point, where the breakwater meets the shore, to the lighted day marker #2 on House Island, and a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, the speed of vessels shall not exceed 15 knots.

(c) Between a line drawn from Bug Light (an abandoned light house in South Portland) to lighted day marker #6 on Diamond Island Ledge, and a line drawn from the Maine State Pier to Portland Pipe Line Pier, the speed of vessels shall not exceed 10 knots.

(d) Between a line drawn from the Maine State Pier to

Portland Pipe Line Pier #1, and a line created by the Veterans Memorial Bridge, the speed of vessels shall be headway speed only, not to exceed 10 knots, with NO WAKE.

2. Portland.

(CL 329/99) 33/00

Page 202—Paragraph 692, line 1; read:

3. South Portland. All areas south of the following line:

...
(CL 329/99) 33/00

Page 209—Paragraph 112, lines 2 to 4; read:

an anchorage basin about 0.5 mile above the jetties. In February 1999, the controlling depth was 6 feet in the jettied entrance channel; thence in 1996, 5 feet to Buoy 4, thence 1 foot to the basin with the basin bare.

(BP 169866; CL 1965/99) 33/00

Page 213—Paragraph 206, lines 5 to 7; read:

above Frankfurt Island in Piscataqua River. In April 1998-May 1999, the controlling depth in the dredged channel was 27 feet to the turning basin, and thence 33 feet in the basin.

(BPs 170604-08; CL 327/00; BP 169334;
CL 1504/99) 33/00

Page 221—Paragraph 393, lines 3 to 4; read:

entrance. In September 1998-August 1999, the controlling depth was 12 feet in the bar channel; thence 7 ½ feet in the marked ...

(BPs 169652-55; CL 1789/99) 33/00

Page 225—Paragraph 475; read:

In 1992-1994, a reported depth of 2 feet in the left half and 3 ½ feet in the right half of the channel could be carried from **Conomo Point** to Bull Island, thence 3 ½ feet to Ebben Creek, thence 1 ½ feet (right outside quarter) to the town of Essex. Above Conomo Point, the town of Essex maintains midchannel spar buoys from April 1 to October 1. The channel is narrow and difficult to follow. Mariners should obtain local knowledge before navigating the river.

(BPs 163957-71; CL 188/98) 33/00

Page 232—Paragraph 93, lines 8 to 10; read:

sailing line. In 1997, the dredged section of Salem Channel had a controlling depth of 26 feet (29 feet at midchannel), thence 27 feet in the turning basin. Salem Channel is well marked.

(CL 523/2000; BPs 170968-71) 33/00

Page 246—Paragraph 166, line 6; read:

from below the bridge. In August 1997-1999, two bridges were being built close west of the Interstate 93 highway bridge and east of the MBTA bascule bridge. The Mainline Bridge, west of the Interstate 93 bridge, has a fixed span with a design clearance of 23 feet and the Storrow Drive Bridge, about 100 feet west of the Mainline Bridge, has a fixed span with a design clearance of 36 feet. Both bridges will replace the Interstate 93 highway bridge when completed. The Mas-

sachusetts Bay Transportation ... (CL 1708/97; CL 1668/98; 30/99 CG1)	33/00	State Route 53 crossing at Weymouth has a fixed span with a clearance of 11 feet. (41/99 CG1)	33/00
Page 246—Paragraph 170, line 6; read: channel has a clearance of 9 feet. The horizontal clearance in the ... (CL 489/00)	33/00	Page 249—Paragraph 246, lines 4 to 5; read: Neck. In 1988, the controlling depth in the dredged channel to the wharf was 14 feet. The channel is buoyed. (BP 135900)	33/00
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Page 121—Paragraph 199, lines 5 to 12; read: the river about 0.2 mile eastward of the bridge. In 1995, the controlling depth was 3 feet (4 ½ feet at midchannel) to the town wharf except for shoaling to bare in the turning basin at the head of the project; depths of 5 ½ feet were available in the lower anchorage except for lesser depths along the western limit, about 0.6 mile below the bridge at Milbridge, and 1 ½ to 5 feet were available in the upper anchorage except for shoaling to bare along the western limit. The channel is narrow and crooked ... (BPs 170101-05; CL 2251/99)	33/00	Page 251—Paragraph 10, lines 7 to 12; read: of the Cohasset Cove anchorage. In January 1999-February 2000, the controlling depths were 6 ½ feet to Cohasset Cove anchorage, thence 5 to 7 feet in the anchorage, thence 4 feet in the anchorage southward of Cohasset Cove anchorage, thence 4 feet in the easterly anchorage in Bailey Creek, and 4 feet in westerly anchorage shoaling to 1 ½ feet at the head of the project. The channel into Cohasset Cove is marked by lights and ... (BP 168909; CL 1124/99; BP 170758; CL 444/00)	33/00
Page 246—Paragraph 179, lines 1 to 2; read: In 1996, the midchannel controlling depth in the dredged channel was 24 feet to within 200 feet of the ... (BPs 159661-62; CL 1420/96)	33/00	Page 252—Paragraph 22, lines 4 to 7; read: May 1999, the controlling depth was 7 feet with lesser depths along the southeast limits, and then 6 ½ to 10 feet available in the basin. Another dredged anchorage basin north of the entrance channel, just inside the jetties, had depths of 4 ½ to 10 feet with shoaling along the ... (BP 169103; CL 1331/99)	33/00
Page 247—Paragraph 196; read: In 1997, the controlling depths in the dredged channel through Dorchester Bay were 13 feet (14 feet at midchannel) to Buoy 9, thence 4 feet (5 ½ feet at midchannel) to the Neponset highway bridge. (BPs 170088-95; CL 2249/99)	33/00	Page 253—Paragraph 49, lines 8 to 9; read: in about 42°04'34.2"N., 70°37'49.0"W. A small jetty is on each side of the entrance; the east jetty is marked by a light. A ... (NOS 13253)	33/00
Page 247—Paragraph 203, lines 1 to 2; read: Three highway bridges, two fixed and one bascule, and a fixed railroad bridge cross Neponset River below the dam at Milton. (CL 1159/99)	33/00	Page 255—Paragraph 84, lines 1 to 2; read: Communications. Plymouth has local taxi service and bus service to Boston and ... (CL 301/95)	33/00
Page 248—Paragraph 230, lines 5 to 6; read: Quincy Point. The channel is well marked. In 1996, the controlling depths were 26 feet (31 feet at midchannel) to the highway bridge at Quincy Point, thence 29 feet to the head of the project. There was 29 feet available in the turning basin 0.5 mile above the highway bridge. Natural ... (BPs 169787-94; CL 1886/99)	33/00	Page 256—Paragraph 118, lines 4 to 5; read: northwestward of the entrance, marks the approach. In June 1999, the midchannel controlling depth was 3 feet from the entrance to the basin with shoaling to less than a foot in about 41°45'18"N., 70°09'12"W., and ... (BP 169467; CL 1625/99)	33/00
Page 248—Paragraph 230, lines 8 to 10; read: about 1.3 miles above the turning basin. (NOS 13270)	33/00	Page 257—Paragraph 132, line 8; read: the sunken wreck in about 41°49'48"N., 70°08'36"W. (NOS 13246)	33/00
Page 249—Paragraph 233, lines 5 to 8; read: and 117.621 , chapter 2, for drawbridge regulations.) Three overhead power cables cross the river at: 0.7 mile, 1.1 miles, and 1.3 miles above the State Route 3A highway bridge. The first two overhead cables, 0.7 mile and 1.1 miles, have clearances of 150 feet and 100 feet, respectively. The third overhead cable, 1.3 miles, has a reported clearance of 58 feet.		Page 260—Paragraphs 42 to 45; read: Upper Chesapeake Bay. (DOLE/2000)	33/00